



FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

FIRST CLASS MAIL

FIRST CLASS MAIL
U.S. POSTAGE
PAID
McRae, AR 72102
PERMIT NO. 3

The *Falcon* News

Merry
Christmas

Happy
New Year



DECEMBER 1986

VOL. 8, NO. 5

The newsletter dedicated
to Falcon lovers
... everywhere!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. *All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.*

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143.

Phone (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076.

Phone (501) 982-1029.

Partsmaster: Dave Jones, P.O. Box 565, Parachute, CO 81635 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024.

BOARD OF DIRECTORS (Number of years in term)

Steve Springer, 414 Sandymead Lane, Matthews, NC 28105 (5).

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212 (4).

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134 (3).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827 (2).

Tom O'Dell, 417 Valley View, East Alton, IL 62024 (1).

REGIONAL DIRECTORS

EASTERN: Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507.

CENTRAL: David Humes, P.O. Box 16, Oakwood, IL 61858.

MOUNTAIN: Carl MacDonald, 1765 Carmel Drive, Colorado Springs, CO 80910.

PACIFIC: Charles N. Johnson, 15236 - 118th Ave. N.E., Bothell, WA 98011.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

CHAPTERS

The Alamo Chapter

Robert W. Cox, 2506 Turkey Oak, San Antonio, TX, 78232. (512) 494-8370.

The Arizona Chapter

Bill Branch, 11634 N. 29th Place, Phoenix, AZ 85028. (602) 791-8803.

The Carolinas Falcon Chapter

Steve Springer, 414 Sandymead Lane, Matthews, NC 28105

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

The Founder's Chapter

Ezra Wingfield, 8201 Westwood Ave., Little Rock, AR 72204. (501) 565-4031.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL 62024.

The Hoosier Chapter

Clifford Smith, 351 West St., Franklin, IN 46131. (317) 736-5597.

The Lone Star Chapter

Jerry Hutchinson, 2724 Townsend Dr., Ft. Worth, TX 76110. (817) 921-9258.

The Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE 19933.

The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

Bill Clements, 7936 E. Jefferson Pl., Denver, CO 80237. (303) 771-4968.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817

The Northeast Chapter

Vinny DeLucia, 208 Highland Dr., Waterbury, CT 06708.

The North Star Chapter

John MacKay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northwest Falcons Chapter

Edward Murphy, 100 - 137th S.E., Everett, WA 98204.

The Rocky Mountain Chapter

Dave Jeffries, 4810 Nightingale, Apt. F-206, Co. Sprgs., CO 80907. (303) 593-1450.

The Southeast Chapter

Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575. (813) 797-6817.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA, 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

As we come to the close of another year this month, it is time to stop and look back on 1986. I would like to thank everyone in the club for helping make this last year of the FCA a success. I appreciate all the support I have received from the officers and members. This is the reason we have such an outstanding club.

We all have a lot of planning to do for next year, 1987. There's already been regional meets planned for the spring and the national meet in August. A lot more has been planned for you in the local chapters. Start now making plans for all these events. If you are not a member of your local chapter, join up soon. Or, if there is not one in your area, contact me about starting one.

All the chapters need to remember that January of each year is the month for all chapters to send a copy of their membership roster to the president and secretary of the national club.

I will close wishing everyone a Merry Christmas and Happy New Year.

Roy E. Sword, *Pres. FCA*

EDITOR'S MESSAGE

We would like to take this time to wish all of you happy holidays. This December issue is packed full of news, articles, photos and tech help. Hope you enjoy it.

Many of you have written and sent in interesting articles and feature Falcon photos. We will get these in as soon as space permits. Don't forget to send in your technical questions and helpful hints. Readers are saying this is what appeals to them the most so let's hear from you.

Looking forward to a great year for the FCA and *The Falcon News*.

Bill and Kathy Woodell, *Editors*

A Letter of Thanks from a Member

I want to express my appreciation and thanks to everyone who responded to my request for help in the Jan. 1986 issue of *Falcon News*. I was in the process of converting my 65 Futura 2 dr. HT with a 200 cu. in. 6 cyl., and a 3 sp. to a 289 cu. in V-8 4 sp. The conversion is completed and I am very happy with the results. This is not a conversion everyone should consider. My brother and I completed this because we had complete access to a machine shop and fabrication facilities and help from fellow members.

I received several responses with very good information. Along with written responses I received 2 long distance phone calls with encouragement and information. Also, many thanks to The North Central Falconeers and those involved in the national meet in Appleton. This was our first meet and we had our

Falcon there, and we thoroughly enjoyed ourselves. We are planning to drive to Boulder for the 1987 meet. It would be fun to form a caravan from the midwest to Boulder. Anyone interested?

Ray and Joy Lamb, 4088 Fox Hills Dr., Rockford, IL 61103

CALENDAR OF EVENTS

December 6, 1986 - Arkansas

The Founders Chapter will have their annual Christmas party at Shoney's Restaurant, McCain Mall (Halfway between Jacksonville & No. Little Rock on Hwy. 67-167). The party will be held from 6:00 to 8:30 p.m. Members are asked to bring a gift to exchange valued up to \$4.00 (Men for men, women for women, child for child). Come out and have a great time.

December 6, 1986 - Colorado

The Mile-Hi Chapter will be gathering together Dec. 6 at Bernards Restaurant in Arvada for the first annual Christmas dinner and awards presentation.

December 9, 1986 - Indiana

The Hoosier Chapter will meet at Denny's Restaurant, Tuesday, Dec. 9 at 6:30 p.m., 4209 South East St., Indianapolis.

August 6, 7, 8, 1987 - Colorado

8th Annual National FCA Meet at Boulder, Colorado.

MEET REPORTS

The Mile Hi Chapter

Mile Hi Chapter Board of Directors and Officers met in November to begin serious planning for the 1987 National Convention which will be held in Boulder, Colorado August 6, 7 & 8, 1987. Keep those dates open and bid your vacations now for another super time of Falconing.

The Mile Hi Chapter has just voted on their new officers for the coming year and are as follows: President, Ron Brown, 1044 Sable Blvd., Aurora, CO 80011, (303) 364-6127. Vice President, Tom Botkin; Secretary, Ray Roberts; Treasurer, Joe Hannibrink.

Order Your Falcon Items For Christmas!

Orders received by December 10 will be delivered by Christmas.

SWEATSHIRTS for those cold winter days & nights!

New Colors - Heather, Lt. Blue, Navy, Black, White w/Blue trim. All have FCA logo. Sizes S, M, L, XL — \$13.00.

Ellen O'Dell, FCA Club Store

Mason Dixon Chapter

Cherry Hill, NJ

September 21, 1986

These photos were submitted by Bob Gerke, President of the chapter. The members met on a Sunday afternoon and had a great turnout with some great looking Falcons.



Northeast Chapter

3rd Annual Summer Meet

Wappinger Falls, NY

August 23, 1986

Submitted by Vinny DeLucia, President of the Northeast Chapter.



SOUTHEAST FALCON CHAPTER CAR SHOWS



Clarksville



Elberton



Warm Springs

ATTENTION CHAPTER PRESIDENTS AND SECRETARIES: We need your meet reports, calendar of events and also photos of your meets and shows. Let's hear from you. All of us enjoy seeing these beautiful Falcons in print. It's almost like being there. *Editor.*

In the past month I have performed two automatic to 4 speed conversions; no big feat, because the 4 speed "Hump" is easy enough to procure. However, the cover plate, retainer for the boot or whatever one wishes to call it seems to be nonexistent. The correct P/N seems to be 7D152 for Falcon only, however, this P/N cannot be found. I finally found one of the little guys in paper thin condition and no alternative other than to get the trusty calipers out and do some dimensioning. The end result you will find below. Hoping none of our "Fellow Falconers" are ever confronted with this problem.

Falcon 4sp. - 63-65 - 6 f8 cyl

BOOT RETAINER

MTL. - 042 GAL.

MM 7/31/85

1.750

2.750

1.900

7.400

2.750

2.75 Rad.

4.338

1/4 DIA. ON 2.4375 BC.
(3) HOLES

1/4 DIA.

.093 DIA.
ON 2.4375 BC.
(1) HOLE

I own a 1961 2 Dr. An alternator would be a good change. Can any of the Falcon members help me on how to wire an alternator to the 61 wiring harness ? There is a 6 cylinder automatic trans. with 159,000 miles on the car. I plan on replacing the auto trans. with a 1980 Ford Fairmont 3 spd. auto. What problems will I run into with this swap. I would appreciate any info on these 2 items.

An answer to Sal's letter is found on the next page.

Also, in answer to which four speed transmissions were used in V-8 Falcons:

1963 B-W T-10, 100%

1964-Mid 1965 (5-bolt engine) B-W T-10 75%, Ford T & C 25%

Late 1965 -1966 (6-bolt engine) B-W T-10 25%, Ford T & C 75%

All Falcon B-W T-10 had special tailshaft just for Falcon shifter and Falcon leaf spring transmission mount. 1963-Mid 65 T-10 had narrow cases (B-W bolt pattern) Mid 65 Falcon B-W T-10 had wide cases (Ford bolt pattern).

Ford T & C used in Falcons had narrow case only in 1964; both patterns in 1965; had both shifter locations bossed and both transmission mounts on tailshaft. This transmission is commonly called the toploader. The Ford 3-speed transmission for V-8 is also a toploader and has the same external dimensions as the 4 speed.

The Falcon shifter is at the very forward part of the extension housing. It requires a sheet metal housing that is added to the floor pan after sawing out an area for the shift rods. This shifter location is really too far forward to be comfortable but was required by the Falcon transmission crossmember, and by the extreme forward position of a bench seat.

Using a Mustang shifter position and a fabricated tube crossmember for the transmission puts the shifter in a better position and lets you use any late model 4-speed small block transmission. The five bolt engine, however causes problems with using a wide-case (Ford) bolt pattern, because there are no Ford bellhousings available. This is why I would always throw away a 260 or a 5 bolt 289 if it needed rebuilding.

Alan Hale

Alan's Restorations

(Thanks Alan for the answer.)

LETTER FROM A MEMBER

Dear FCA Members,

I own a 1965 Ranchero which I believe is a rare car. I bought the car in July 1965. It is red with the big V8 engine and will jump and run like a scared rabbit.

The next day after I bought the car I loaded my boat and took my buddy fishing. He liked the Falcon so well, he ordered one like it for himself.

We bought the car in July of 1965. My wife loved our Falcon and drove it everywhere. She died last December. I have kept the car as sort of a memorial to her. I still drive the Ranchero although I am 99 years old and if I make it to Kansas Day, January 29th, I will be 100. I live in my own home alone and enjoy good health.

Harry W. Fisher, 216 S. Eddy, Ft. Scott, KS 66701

Dear FCA,

Imagine my surprise when a friend who works at the local newspaper called and asked if they could use my 63 Sprint convertible for a story she was writing regarding things that were coming back into style. I jokingly told her my Falcon convertible has never been out of fashion.

Stephen Kaplan, 2123 Carondelet 'lower', New Orleans, LA 70130.

(See next page.)

Reprinted from The Times-Picayune, Sunday, June 22, 1986, New Orleans, Louisiana.

Some things just aren't built to last

OTHERS MAKE A COMEBACK

Convertibles used to be the rage of the roadways. Drivers put the tops down, donned their dark sunglasses and sped off down the highway toward adventure. Everybody thought convertibles would last forever. But then came air-conditioning, and soft tops became a thing of the past — until recently.

Credit nostalgia if you will, but convertible lovers have decided they just can't face the road without the wind ruffling their hair. So now major American car manufacturers are once again bowing to demand and rolling convertibles off the assembly lines. And some purists are even looking for originals to refurbish.

Stephen Kaplan, a senior systems analyst for Exxon, is the proud owner of a true oldie-but-goodie — a 1963 Falcon Sprint convertible with a red body and soft black top. "It was definitely a sports car in its day," he says.

He believes the new convertibles are nice, but they don't offer the spaciousness and romance of older cars. But why a convertible instead of a hard top?

"When you're driving down the road and the wind is blowing through your hair ... you enjoy it, and people see you enjoying yourself," he says. But besides that he jokes, when you crack peanuts and the wind is blowing, "they shuck themselves — and you can throw the shells out the roof."



Stephen Kaplan rides a trend in his '63 Falcon Sprint convertible.

Automotive

Ford Falcon owners searching for a little respect



The Schlink family — from left, Lyndsie, 5, Jeff, Betty and Kristen, 2, — gathered in their 1963 Falcon Futura convertible.

By BOB HOLLIDAY
Pantagraph staff

It was Jeff Schlink's first car, bought for \$600 in 1971. He made the rounds at Steak-N-Shake in it and took it to his high school prom. When he was married, he drove it from the church.

The red 1963 Falcon Futura is Schlink's prized possession.

He and his wife, Betty, think it's about time the Falcon, which they describe as a family car, receive more recognition. Ford made Falcons from 1960 to 1970.

"The Corvette is a nice car but there's so many of them around. I'd rather have something unusual," Schlink said.

The Schlinks, who just recently returned from the annual convention of the Falcon Club of America, would like to start a Central Illinois chapter.

The national club, formed in 1979, has held annual meets for the past seven years. This year's meet was in Appleton, Wis., where their car placed second in its class. About 130 cars from Illinois, Wisconsin, California, New York, Arkansas, Missouri, Kansas, Georgia, Florida, Washington, Pennsylvania, Oklahoma and Canada were registered at the Wisconsin meet.

The Schlinks said Illinois residents from Creve Couer, Peoria, Rockford and Taylorville attended.

The Schlinks' 3,081-pound red convertible is spotless. The original black upholstery is intact and there's no rust anywhere.

'The Corvette is a nice car but there's so many of them around.'

—Jeff Schlink, Falcon owner

Nowadays, the car that Schlink grew up with remains most often in his garage at 1908 Marzel Drive, Bloomington, covered with a brown cloth made by Mrs. Schlink.

He bought it second-hand, and as a teenager washed it at least once a week. He's had two other Falcons, but neither was in the gem condition of his convertible.

Why did he buy a Falcon in the first place?

"My brother had a 1965 Falcon," he said.

Besides being influenced by his brother and his father, who had a 1963 Falcon wagon, the car was red, his favorite color.

The car will be classified as an antique in two years, and apparently be worth considerable money.

The Schlinks, however, don't plan to sell it.

"No way," she said.

The car holds too many memories. It put in an appearance, for instance, at Schlink's 10-year high school reunion.

"They couldn't believe he still had the car," Mrs. Schlink said.

Canadian Falcon Meets Newfoundland Moose!

Dear Members,

Here is a picture of what I believe to be the most Easterly Falcon in North America. This Falcon was made in Oakville, Ontario — it is Canadian made and the only Canadian made convertible known to the registry.

What delayed my writing is that since July we have trouble with wild animals on the roads and highways — mainly moose. I



don't know if you're familiar with moose but they are between 800-1200 pounds and are very high on their legs. These animals are extremely hard to see at night and are attracted to headlights. Unfortunately, one Friday night on my way to the provincial car meet, a moose appeared from nowhere and it was too late to stop. My passenger and I were unhurt except for head cuts, too numerous to mention, from flying glass. My insurance company appraised the damage at \$6,700 and I have another winter's worth of work.

I have purchased a parts car from Maine and hope to redo the car this winter and have it on the road in May of next spring.

Robert R. Ford
20 Firgreen Ave., Mount Pearl,
Newfoundland, Canada A1N1T7.

Editor's Note: Good luck Robert on this big task.



My car is featured on the July month of Ricky Dilks' '87 Falcon Calendar.



FEATURE FALCONS

These photos were submitted by Gary Goddard, President of the Southeast Chapter.

This 1964 Falcon Futura belongs to Leon Goddard of The Southeast Chapter. It is equipped with a 260 engine and 4-speed trans. with a bench seat. The interior is all original and in excellent condition.



This 1964 Deluxe Sedan Delivery is owned by Gary Goddard, President of The Southeast Chapter. It is equipped with light group, power rear window, clock, 170 6 cyl. with auto. trans. This vehicle has 49,000 miles. It was originally purchased new by The Ray F. Imshweller Funeral Home in Chester, Penn.

This 1965 Sprint is owned by Gary Goddard, President of The Southeast Chapter. It is green with black interior. It has the original 289 engine and 4-speed transmission with bucket seats and console.



Above three photos submitted by Gary Goddard, 1586 Hwy. 212, Conyers, GA

I have been a member for two years now and enjoy the "News" a lot during these cold winter months. It helps me remember this cold white stuff isn't going to be around much longer and I can take my 64 Falcon Futura convertible out of hibernation. Here is a picture of what I think about all winter long.

Troy Witt, 108 Strese Lane,
Apple Valley, MN 55124



When my wife and I got married back in May of '85, we decided to use our 64 Futura convertible instead of a limo for the wedding. The car looks great in all the wedding pictures. The next day it took us all the way to Poconos for our honeymoon, and back, without any problems. This picture was taken at our hotel. We really enjoy *The Falcon News*.

Karl & Bonnie Clark, 3 Gaugh
St., Easthampton, MA 01027.



COLLECTABLE FALCONS

I've had several people ask me which Falcons are the most collectable as far as investment. All Falcons are collectable. The little '63 2-door std. in the driveway couldn't be had for less than \$10,000 as far as the owner is concerned and that's the way we should feel about our cars. But as far as an investment that same plain '63 probably wouldn't bring \$1,500 on the market.

Starting with the early models (circa 1960) a highly optioned model, low mileage, would probably bring in the neighborhood of \$3,500. During the first year the Falcon was just a basic transportation car with few frills. Prices may exceed \$3,500, but only in rare cases. 1961 models are pretty much the same except for one stand-out, the '61 Sport Futura. This bucketseat model came out mid-year to compete with the Chevrolet Corvair Monza. With special trim and console, these cars can reach toward \$5,000 in top condition.

The year 1962 brought some interesting models. The Squire optioned wagons were introduced with the simulated woodgrain trim. These models also came

standard with the 170 6 cyl. and electric rear window. These wagons are collectable but prices fluctuate and seem to be at a low at present. Low figures for A-1 condition are about \$2,800 and high at \$4,000. The big news for 1962 was Ford's annual mid-year intro; a new Sports Coupe was introduced. This Falcon had the formal style roof which distinguishes it from the other models. Bucketseats and special trim were standard. For the first time a 4-speed trans. was made available in a Falcon. These cars in number 1 condition are pulling from four to five thousand. Highly optioned, low mileage models may bring more. Ford offered the 4-speed on any model that year, which increases the value of most cars by about \$300.

1963 started out with the new convertible. All convertibles are collectable. The most desirable would be the Sport model with bucketseats. A 4-speed also could be had. These early '63's all came with the 6 cyl. High value on these cars is around \$6,000. Mid '63 brought out the Sprint package which could be had on either the Falcon convertible or the new hardtop models. Sprint production came with the standard 3-speed, with the automatic and 4-sp. being optional. The automatic and 4-sp. cars will bring slightly more money. Sprint hardtops for '63 will bring around \$6,500 top dollar; while convertibles may bring as much as \$7,500. The right options will always help.

1964 brought new styling, but no new models. Sprints were again top of the line and will command about the same price as the '63 models. Sport Futuras in convertible and hardtop generally will run \$500 to \$1,000 less than Sprints. Regular production hardtops bring good prices with the V-8. Six cyl. cars are usually a good ten to 20% less. A '64 hardtop with the 260 and 4-speed is good for around \$4,000 in top condition. Again, options like power steering, air conditioning, etc. will increase the value by as much as \$1,000 on some models.

For 1965 the collectables are the Sprint and convertibles. Sprint production for this year was down considerably from 1964. This was largely due to the introduction of the Mustang. 2,806 Sprint hardtops were built, but only 300 convertibles. A top condition Sprint convertible could bring as high as \$8,000. Hardtops are still hovering around four to \$5,000, but look for them to climb. Regular production hardtops are still three to \$4,000. Futura convertibles bring top dollar of about \$5,500. Here again, options make a big difference and V-8's will outsell a 6 cyl. by as much as 20%.

The years 1966 -70 are still pretty static at present. Watch the '66-'69 Sport Coupes. The '66-'67 models are starting to get some attention and may well start bringing close to \$5,000 soon. The 289 4-V was available in the '66 and '67 along with the 4-speed. These vehicles, as well as the '68 and '69 will soon become hot items, but will probably never match the early cars for value.

Collectable Falcons (Cont.)

I saved the Ranchero for last. The early models, 1960-63 are all running about the same as far as price. These models were all equipped about the same with 6 cyl. engines and very few options until the '63 models. One exception is the '62 models (mid-year) that got the 4-speed option. Very few were produced which would make it desirable as a collectable. Generally these units run between \$3,000 and \$4,000 in top condition. A '62 with the 4-speed could bring about \$500 more. In '63 the 66B, or deluxe model was introduced. The "B" series came standard with the interior and exterior upgrading packages and will bring another \$500 over the standard Ranchero. Mid-year the Ranchero also got the 260 V-8. This option coupled with the "B" package and 4-speed trans. can pull as much as \$6,000. The more options the better.

1964 brought new styling and a new model, the 66H, the first Ranchero to offer bucketseats. Only 235 were built which ranks it as one of the rarest models. The "Futura style" side trim was offered in '64 along with the more common single chrome strip. These could be had on '66 "A", "B" or "H" models, but most came on the "B" and "H". An "H" model with the "Futura" trim package, 260 V-8, and 4-speed could probably bring close to \$8,000 in number one condition. Most '64's will pull between \$3,500 and \$4,500 depending on options.

1965 offered the 289 for the first time, which could be had in 4-bbl. form at 225 horses. No other Falcon based vehicle got the 4-bbl. engine. One addition to the series was the "G" model, a low line offering with bucketseats. Only 50 were produced which makes this one the rarest of the rare. To my knowledge none have been located and I would appreciate any info to the contrary. One of these in top condition could go for any amount. Most '65 Rancheros range from about \$3,500 to \$5,000. A 66H model with the 289 4-V and 4-speed is rumored to have sold for more than \$8,000. With the right options this figure could be easily attainable.

These high dollar figures are *only* for the top-notch vehicles which are showroom original or better. Most nice cars fall in the number two or three category and, of course, would bring a lot less. Some make the mistake of seeing high dollar figures for a vehicle similar to their own and automatically assume their vehicle is worth close to the same - though their vehicle may only be a number "3" or less condition.

A car is only worth what someone is willing to pay - no matter what the condition. Sometimes counting dollar signs can take the fun out of collecting. Novice collectors need to learn their cars and values. The profits are there if that's what you want, but look before you leap.

Editor's Note: Thanks Dave for a most interesting article.

Dave Jones, *Partsmaster*, FCA

FALCON T-SHIRTS!



A.



B.

YOUR CHOICE OF DESIGN ON
WHITE SHIRT WITH BLUE TRIM.
SPECIFY DESIGN (A OR B) AND
SIZE (S, M, L, XL - OR - CHILD'S
S, M, L) ONLY \$8.00 !!
U.S. POSTAGE PAID. MAKE CHECK
PAYABLE TO:

DAVE COHEN
9917 E. 38TH ST.
KANSAS CITY, MO.
64133

CANADIAN & FOREIGN ORDERS
PLEASE ADD \$2.00 POSTAGE.
ORDER EARLY FOR THE HOLIDAYS!

★ ★ ★ SPECIAL NOTICE ★ ★ ★

All ads for the classified section of the newsletter must appear with the member's name to be considered a free ad (see pg. 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each. (Classified ads are limited to 50 words or less.) **ALL** items listed in the classified **MUST** have a price. Ads submitted without prices will be returned to the sender.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month to appear in the next month's issue of *The Falcon News*. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES:
(Price per month)

FULL PAGE.....	\$50.00
HALF PAGE.....	30.00
QUARTER PAGE.....	20.00
BUSINESS CARD.....	5.00

Only Falcon related ads will be accepted for *The Falcon News*. "Warning" — The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. **The Falcon Club** has the right to reject any or all commercial ads.

ALAN'S RESTORATIONS

Falcon /
Mustang

Engine Conversions
Transmission Conversions
Performance Transmissions
Rear Axle Setup
Steering / Handling
Improvements

Alan Hale
P.O. Box 10676, Truckee, CA 95737-1676 (916) 587-7866
Tech Help Given: Call 8-9 a.m. Mon.-Fri. Pacific Time



MAY 1987

1987 Falcon Calendars

ORDER FOR CHRISTMAS
Now \$6⁰⁰ ea. plus \$1⁰⁰ shipping

1/2 Price on Shipping
(on orders over 5)

Previous mail orders of \$7 & \$8 may receive \$1 & \$2 off new orders. Example: If you previously ordered 3 calendars at \$8 ea. you may deduct \$2 off of each \$6 calendar up to 3, then pay \$6 for additional calendars.

Mail your order today to Rick Dilks, 307 N. Castle, Paola, KS 66071.

1963 1/2 Falcon Futura Convertible

V8 Factory 4 Speed, Duals, Dark Metallic Green - Black Interior. Not a Rebuilt. 23 Years same owner. \$4,600.00 or reasonable offer.



Jack Hughes, Michigan City, Indiana (219) 879-0962.

MISCELLANEOUS FOR SALE

Literature for sale. Ford (including Falcon) parts books. 1960-64 body, 240 highly illustrated pages, 40 pages of "Hold To" info, clean condition, \$18. 1960-63 and 60-64 mechanical parts books, 400+ pgs. of parts breakdown, \$18 ea. Add \$2 UPS. Always buying/trading manuals too; all makes/years. Jim Lungwitz, Box 1078, Monticello, MN 55362.

Vacuum Metalizing • Hot Stamping • Injection Molding
America's Finest Plastic Plating

Plastic Chrome Plating

Custom & Production Work Available

INC.

Dash Assemblies
Arm Rests

We Guarantee All Work

Interior Trim
Emblems

39312 Dillingham
Westland, MI 48185

Phone
(313) 326-1858

CARS FOR SALE

65 Falcon 2 Dr. Ht. North Carolina car with no rust. All original and in great shape with many new parts including tires. \$2,300 or make reasonable offer. Mike Sear, 2424 13th St., Cuyahoga Falls, OH 44223, (216) 929-1128 evenings.

65 Falcon Futura, 4 Dr., 170 eng., good motor, very little rust on body, good for parts only, \$250 firm. Bobbie Phillips, Rt. 5, Box 567, Crestview, FL 32536, (904) 682-9251.

63 Squire 4 Dr. Wagon, rebuilt 1970, 170 CID, six, 14,000 miles on rebuilt Fordomatic, very little rust—Texas car, had A/C but unit is missing, also missing front bench seat and rug. \$995. or b/o. James Shiner, 1420 So. 13th St., Escanaba, MI 49829, (906) 786-2080.

65 Falcon Futura, Original car, 4 Dr., White, cruismatic, very good condition, extra rim and tire. \$1,800 or best offer. H. Davenport, 720 Oak St., Manistique, MI 49854, (906) 341-5171, no collect calls.

61 Falcon, 4 dr., V8, white w/ white interior. Looks good and runs well. Recently overhauled motor, new tires, partially restored. Unique factory spare tire on outside (Continental styling). \$1,695 or b/o. Armand G. Jones, Rt. 1, Box 93A, Lipan, TX 76462, (817) 594-3646.

62 Falcon 2 Dr. Sedan, 6 cyl. 3 spd., 30,000 orig. miles, new tires, needs minor body work on rust, \$1,500. Ken Kupsche, 40 Marble Ave., Lawrence, MA 01841, (617) 685-8179.

63 Futura, 2 dr. hardtop, auto, orig. Black exterior, excellent body, bucket seats, came originally with unusual turquoise interior but seats & some upholstery redone in blue. \$1,800. Bill Woodell, Rt. 4, Box 536, Searcy, AR 72143. (501) 268-8574 nights, (501) 268-1470 days.

65 Sprint, V8, auto, black w/ red, \$1,500. (913) 266-5525.

64 Falcon, Calif. car, totally restored, 4,000 miles since total restoration. Factory air, V8, 4 spd., blk. on blk., too many extras to list, \$8,500 firm. Roger Charbonneau, 73 Manila St., Oakville, CT 06779, (203) 274-5328.

PARTS FOR SALE

Rebuilt carb for 63 170 eng., never used \$45 + shipping. Gary Leanheart, 1403B Nolan River R.D.N., Cleburne, TX 76031, (817) 641-0195.

1964 Falcon N.O.S. rear panel, Futura, \$200. 1964 Falcon Sprint and V8 emblem with script, new repro, set of four, \$60. 1965 Falcon power brake unit, complete, \$125. Roger Charbonneau, 73 Manila St., Oakville, CT 06779, (203) 274-5328.

N.O.S. Falcon Parts, 61 grille \$80, 65 tail light lens w/BU \$25, 60-63 guage bezel \$5, outside door handles \$25 pr., 61 1/4 molding CODB-6429088A \$5, 61 gold fender bird CIDB-16228B \$10, 60-61 rechromed front bumper \$80, 60-65 Ranchero bed trim-chrome, complete set \$45. Rick Dilks, 307 N. Castle, Paola, KS 66071 (913) 294-2599.

64-65 A/C unit 6 cyl. or V8 complete \$300, 60-63 dash pads \$60 - \$130, Dagenham parts \$10 - \$100. Parting 61 2 Dr. & 4Dr's, 63 Futura 2 dr., 65 Hardtop. Price does not include shipping. SASE Brian Lukas, 1107 Curtis St., Albany, CA 94706 (415) 525-9226.

N.O.S. 60-62 rocker arm shaft kit \$40, five 13" spinner hubcaps \$455, 1 Autolite air filter AF-41 \$100, five antennas - 1 C3DZ, 2 C4DZ, 2 C7DZ, \$45 ea.; tune-up kits—Autolite plugs \$18 ea. Many more N.O.S. parts. Send SASE with needs Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303, (518) 355-7756.

Car cover by Beverly Hills Motoring Accessories, still in box, never used, fits 63-70 Falcon. Plus Falcon fender cover - never used, both for \$100 or b/o. John Griswold, 8159 Shorecrest Court, Spring Hill, FL 33526, (904) 686-0455, 5 p.m. - 10 p.m. E.S.T.

Fordomatic 2 sp. rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings \$60. Specify engine size and year. Bands \$30 ea., adjustable modulator \$8. Bushings, washers, pumps and misc. hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194, (617) 449-2065 evenings.

61 front and rear bumpers need rechromed \$50 pr., 61 gas tank \$50, 66 Ranchero tailgate \$50, 66 Ranchero doors \$50 ea., 66 stone deflector \$35, 66 Ranchero gas tank \$35, 65 Fordor doors \$20 ea. (perfect), 66 N.O.S. radio \$55, 66 Ranchero front bumper \$35. Many many more! **NEW PARTS:** 80/20 orig. loop carpet sets. OEM specifications, Jute backing, correct serged edges, heel pad, etc. Now only \$125 ppd. SASE Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601, (914) 471-7769.

PARTS WANTED

N.O.S. for 64 Futura — one tail light lens with back up, grill, left and right rear fender chevrons, tri-color front fender trim. Will trade — front and rear bumpers, 63 console, 64 conv. doors, Futura rear trim, horn ring, 64 Futura blank radio plastic. John Pavkov, 5798 Nolley Rd., Akron, OH 44319, (216) 882-4090.

For 64-65 4 dr — black vinyl front seat covers, non folding seat. Must be very good to excellent. For 65 Futura Station Wgn. — gas cap with moldings and letters "FA". 1 gear shift ball for 6 cyl. 4 spd. shifter. Gerald J. Gasser, 73 Roselawn Ave., Fairport, NY 14450.

N.O.S. for 64. Two 14" Falcon spinner hubcaps, headlight doors, tail light buckets, hood ornament, rear Sprint panel, side chrome, dash chrome. Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303, (518) 355-7756.

THE FALCON CLUB STORE

Falcon Club of America T-shirt (short sleeve, white/red trim)	\$ 7.00
Adult - S, M, L, XL; Child's S, M, L	
Sweatshirt (grey, heather, lt. blue, navy, black, & white w/blue trim-FCA logo) Sizes S, M, L, XL	13.00
Golf Shirt (white/navy trim) FCA logo, S, M, L	13.00
Golf Shirt/pocket (blue) FCA logo S, M, L, XL	13.00
Hat Ball style w/FCA patch (red)	6.50
Hat w/Screen Print FCA logo (blue/white)	5.50
Sun Visor w/Screen Print FCA logo (blue)	5.00
Convention booklets (1980 thru 1985)	.50
Books: 1960 Reproduction Shop Manual (includes V-8)	30.00
FALCON/Ray Miller (Hardcover 320 pages)	35.00
1963 Owners Glove Box manual	12.50
Decal (National Club window decal)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch 9" round FCA	6.00
Iron-on patch Script FALCON w/year 1960 thru 1965	4.00
Memo Pad (FCA imprint)	.50
Ball Point (FCA-The New Size Ford imprint)	.75
Falcon Fender Cover (24" x 48" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon Medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	4.00
License Plate (Falcon Club of America - white/red letters)	4.50
Bumper sticker (I [heart] My Falcon) new vinyl	2.00
Pins: Hat Tacks: Falcon Bar (red, white, blue) LARGE OR SMALL	2.25
Falcon Script (silver)	2.25
Falcon Script w/year (1960 thru 1970)	2.25
Silhouette of : 1960 - 63 Ranchero	2.25
1963 Hardtop	2.25
1964 - 65 Hardtop	2.25
Sedan Delivery Script	2.25
Ranchero Script	2.25
White Square w/Ranchero print	2.25
V-8	2.25

POSTAGE PAID IN THE U.S. - Please state size.

Canada & foreign orders please send money order and include \$2.00 postage. Please make checks and money orders payable to Falcon Club of America. Send all orders to: Ellen O'Dell, 417 Valley View Dr., East Alton, IL 62024.